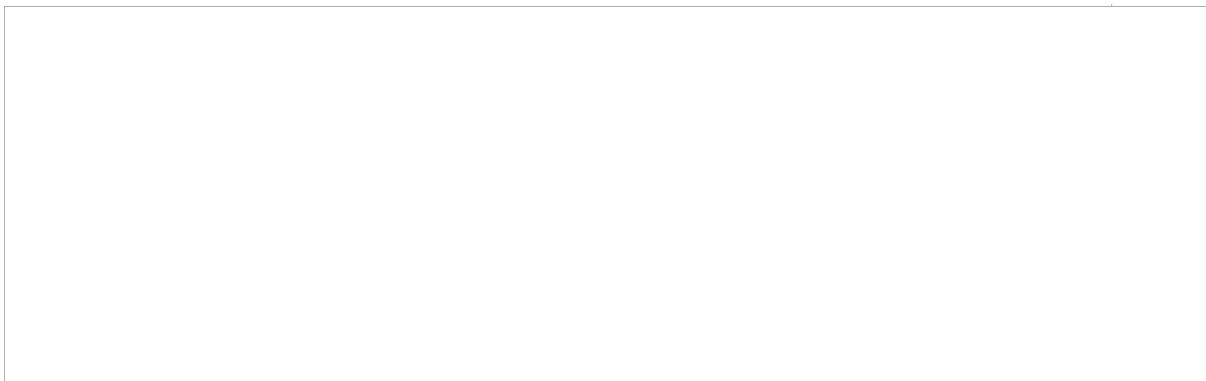


50X1-HUM



COMPOSITION OF THE BULGARIAN MERCHANT MARINE



50X1-HUM

8 September 1950

SECRET

U.S. OFFICIALS ONLY

U.S. OFFICIALS ONLY

COMPOSITION OF THE BULGARIAN MERCHANT MARINE

I. The BRP (Bulgarsko Rečno Flotano; Bulgarian River Navigation)

This is the nationalized Bulgarian navigation company; its main office is in Ruse, Fristanishte 1.

| | |
|------------------------------|--------------------------|
| General director: | Engineer Dikov |
| Commercial director: | Koev |
| Chief of navigation section: | Rangelov |
| Chief of economic section: | Zarkov <u>Zharkov</u> 17 |
| Chief of personnel: | Rusi Tomov |

The company has the following ships available:

A. Passenger vessels

1) GEORGI DIMITROV (ex - Tsar Boris)

| | |
|---------------------|--------------------------------------|
| Commanding officer: | Captain Nikola Nenov |
| Tonnage: | 3,000 tons gross |
| Diesel engines: | 1,200 HP |
| Crew: | 3 officers and 22 men |
| Speed: | Upstream 25 km/h, downstream 32 km/h |
| Passengers: | 1,500-2,000 |

This vessel was built at the Ganz ^{ways} shipyards in Budapest. It is the company's largest.

2) ALEKSANDUR STAMBULISKI (ex - Tsaritsa Yvanna)

| | |
|---------------------|--------------------------------------|
| Commanding officer: | Kusman Kusmanov |
| Tonnage: | 3,000 |
| Diesel engines: | 1,200 HP |
| Crew: | 3 officers and 22 men |
| Speed: | Upstream 32 km/h, downstream 35 km/h |
| Passengers: | 1,500 |

- 1 -

SECRET

U.S. OFFICIALS ONLY

SECRET
U.S. OFFICIALS ONLY

3) 9 SEPTEMBER (ex - Knyas Simeon)

Commanding officer: ?
 Tonnage: 3,000
 Diesel engines: 1,000 HP
 Crew: 3 officers and 22 men
 Speed: Upstream 25 km/h, downstream 32 km/h
 Passengers: 1,500

This vessel was built in 1943, sunk during the war, and refloated in 1944.

4) DIMITR BLAGOV (ex - Evdokiya)

Commanding officer: Randelov
 Tonnage: 1,500
 Steam engines: 600 HP
 Crew: 20 men
 Speed: Upstream 18 km/h, downstream 22 km/h
 Passengers: 500-700

5) TSANKO TSERKOVSKI (ex - Mariya Luisa)

Commanding officer: ?
 Tonnage: 1,500
 Steam engine: 600 HP
 Crew: 2 officers and 18 men
 Speed: Upstream 18 km/h, downstream 22 km/h
 Passengers: 500-700

6) KHRISTO SMIRNENSKI (ex - Knyas Kiril)

Same specifications as the preceding vessel.

The vessels numbered from 1) to 6) are used on the Silistra-Vidin line.

- 2 -

SECRET

U.S. OFFICIALS ONLY

U.S. OFFICIALS ONLY

7) RAYA GANTSEY MANCHEV 17 (new vessel)

Commanding officer: ?
 Tonnage: 500
 Diesel engine: About 400 HP
 Crew: 8 men
 Speed: Upstream 15 km/h, downstream 20 km/h
 Passengers: 200

8) GALATA

Commanding officer: Petur Stoyanov
 Same specifications as the preceding vessel.

Vessels 7) and 8) are used on the Vidin-Novo Selo line.

B. Tugs

1) KOZLODUI

Tonnage: 1,500
 Diesel engines: 500 HP
 Crew: 12 men
 Can haul 4 barges upstream

2) ORYAKHOVO

Tonnage: 1,500
 Diesel engines: 500 HP
 Crew: 18 men
 Can haul 4 barges upstream

3) KIRIL FOROV

Tonnage: 2,000 (this is the largest Bulgarian tug)
 Steam engines: Two 800 HP (1 heating chamber)
 Crew: 15 men
 Can haul 6 barges upstream

- 3 -

SECRET

U.S. OFFICIALS ONLY

SECRET
U.S. OFFICIALS ONLY

4) ASHK ZIATANEY

Tonnage: 1,500
 Steam engines: 500 HP
 Crew: 13 men
 Can haul 4 barges upstream

5) SILISTRA

Tonnage: 1,500
 Steam engines: 500 HP
 Crew: 13 men
 Can haul 4 barges upstream

This tug was formerly in service on the sea.

6) TUTRAKAN

Tonnage: 1,500
 Steam engines: 800 HP
 Crew: 20 men
 Can haul 6 barges upstream

This tug goes as far as Rani in Russia.

7) DUNAY

Tonnage: 1,000
 Diesel engine: 500 HP
 Crew: 16 men
 Can haul 3 barges upstream

This is the ^{newest} ~~most recent~~ vessel; it was built at Ruse in 1948.
 This type is now undergoing trials.

8) IVAN VAZOV

Tonnage: 1,500
 Steam engines: 800 HP

SECRET
U.S. OFFICIALS ONLY

U.S. OFFICIALS ONLY

Crew:

12 men

Can haul 3 barges upstream

This tug operates only on the Bulgarian Danube.

9) LOM

Commanding officer:

Anani Bontsev Bonshev 1710) YIDIN11) SVISHTOV12) RUSE

The tugs numbered from 9) to 12) have a tonnage of 2,000, and are equipped with 1,500-HP Diesel engines. They have a crew of 35 men.

All these craft can load 400 tons, and can haul from 4 to 6 barges as far as Vienna if the water level is satisfactory. All 4 vessels were built at Regensburg in 1941.

13) Barges (without engines)

a) The company has 80 numbered barges. 50 of these are more than 20 years old; 30 were built between 1945 and 1949, and are to be considered as new.

These barges bear the registration numbers BRP 096801 to BRP 096880. The figure 096 is, so to speak, the numerical designation of the BRP. The figure 80 indicates the capacity of the vessel in carloads; this figure, therefore, can vary.

b) The company also has the following barges, which have names instead of numbers:

| | |
|---|------------|
| <u>YULIN</u> | 1,000 tons |
| <u>MOSALA</u> <u>MOZALA, MOSHALA 17</u> | 1,000 " |
| <u>SLIVEN</u> | 880 " |

- 5 -

SECRET

U.S. OFFICIALS ONLY

SECRET
U.S. OFFICIALS ONLY

| | |
|-----------------------|----------|
| <u>GABROVO</u> | 800 tons |
| <u>KALOVER</u> | 800 " |
| <u>VELIND TŪRNOVO</u> | 1,000 " |
| <u>STARA ZAGORA</u> | 800 " |
| <u>SEUMEN</u> | 800 " |
| <u>PIEVEN</u> | 1,000 " |
| <u>VRATSA</u> | 800 " |
| <u>PLOVDIV</u> | 1,000 " |
| <u>KARLOVO</u> | 800 " |

All the above barges are more than 20 years old.

D. Boats of the DSS This abbreviation, in Cyrillic letters, stands for Dunavska Strojna zis; unidentified garble 7 Sektsiya, or Danube Construction Company.

1) DSS Office in Lom

Chief: Engineer Kalotsov 7 Kalochov 7

This office has 5 small 600-ton barges used for transporting stones and other building materials. They bear numbers from DSS-1 to DSS-5.

This office also has the ISKER, a 1,000-ton tug with a 500-HP Diesel engine, and the MATEY STOKNOV, with the same specifications.

2) DSS Office in Ruse

Chief: Engineer Popov

Chief of personnel: Dimitar Osubanov 7 Osubanov 7

Representative of the PC 7 Communist Party 7: Tinkhi Senehev 7 Senehev 7

This agency has 20 600-ton barges; their numbering is unknown. There are also the following vessels:

QIBER, 1,000 tons, 500-HP steam engines, built in 1922
in the Ruse shipways.

- 6 -

SECRET

U.S. OFFICIALS ONLY

~~SECRET~~
U.S. OFFICIALS ONLY

DOBRICH, 1,200 tons, 600-HP Diesel engines, built in 1949 in the Varna ship^{ways}yard. Commanding officer: Borislav Vutev.

YIDA, dredge, 1,000-HP steam engine.

EMONA, dredge, 1,000-HP steam engines, built in 1922 at Budapest-Obuda. Commanding officer: Petrov Rachev Ratsev 17

KARABAS, dredge, 500-HP steam engine, built in 1930 at in Ruse the Ruse ship^{ways}yard.

E. Varnenska Turkovska Flota (Varna Merchant Fleet)

The company lost most of its fleet during the war, when the vessels NARNA ^[VARN 12] KNYAZ BORIS, FERDINAND, RO remainder of name illegible 7, and MARIYA LUTZA were sunk.

In 1946 Bulgaria purchased the RODINA and BULGARIYA in Sweden. Each of these two vessels has a tonnage of 8,000 and is equipped with a 4,000-HP Diesel engine. At the end of 1949 Bulgaria purchased a third vessel of the same type, the name of which is unknown.

F. Russian Navigation Company in Bulgaria (SDGP)

The SDGP has opened general offices in Bulgaria in the Danube ports of Ruse and Lom (outside of Bulgaria, it has offices in Calafat, Belgrade, Turnu-Severin, Budapest, Komarno, Bratislava, and Vienna). The following Russian tugs are attached to the offices of Ruse and Lom:

- 1) VOIGA - 2,000 tons, 1,200-HP Diesel engine, ~~expedient~~ load 400 tons. Can haul 6 barges.
- 2) ODESSA
- 3) STALINORAD - Same ~~size~~ specifications as No 1).
- 4) VLADIVOSTOK

- 7 -

~~SECRET~~

U.S. OFFICIALS ONLY

SECRET
U.S. OFFICIALS ONLY

5) ^Z~~IMAIL~~ - 1,500 tons, 800-HP steam engine, load 400 tons.

Can haul 6 barges.

6) ~~KHARKOV~~ - 3,000 tons, 1,500-HP steam engine (2 engines,
2 heating chambers. Carries no load. Can haul 8 barges.

7) ~~LIVOV~~ - same specifications as the preceding.

8) ~~BAKI~~ - 1,500 tons, 1,500-HP steam engine. Can haul 4 barges.

9) ~~MORYAK~~ - 1,000 tons, 500-HP steam engine. Can haul 4 barges.

10) ~~SILICHER~~ - 3,500 tons, 1,500-HP Diesel engine. ~~Steam~~ Tanker,
runs between Vienna and ^Z~~Imail~~. Load: 100 tank cars.

The Russian vessels bear a marking of SDGP plus a number.

Loaded vessels do not stop in Bulgaria.

The barges change constantly, so that it is impossible to record
their numbering.

/Key to charts/

Danube Port of IOM (Bulgaria):

- 1) 8 warehouses, 50 x 8 x 4 meters
- 2) Wharves
- 3) 3-ton steam cranes
- 4) Winter harbor
- 5) Artificial island, 400 x 30 meters
- 6) Bridge
- 7) Coal supply

Danube Ports of VIDIN (Bulgaria) and GALAFAT (Rumania):

- 1-7) Warehouses 50 x 8 x 4 meters
- 2-5) ^[sic] 8-meter wharf
- 3) Gasoline reservoirs, 260 tons capacity
- 4) Winter harbor of Galafat

- 8 -

SECRET
U.S. OFFICIALS ONLY

U.S. OFFICIALS ONLY

- 5) Grain silo
- 6) Metalworking factory

Damra Port of RUSE, Bulgaria:

- 1) Warehouses, 50 x 8 x 4 meters
- 2) Coal supply with elevator
- 3) Wharf
- 4) Ruse shipways
- 5) Docks (see separate diagram)
- 6) Ferry boat for 8 railroad cars
- 7) Harbor for the Ruse flotilla
- 8) Winter harbor
- 9) 3-ton steam cranes
- 10) 10-ton electric cranes
- 11) 15 gasoline reservoirs of more than 200 tons capacity

RUSE Shipways:

- 1) Docks
- 2) Shipways
- 3) Assembly shop, 60 x 15 meters
- 4) Miscellaneous shops (carpentry, metalworking, etc.)
- 9) Assembly shop for machines
- 10-11) Management building
- I) Material warehouse
- II) Administrative and construction offices

The shipways employ about 300 men, and are in condition to build two ships a year. Because of a lack of material, however, they do only repair work.

- 9 -

U.S. OFFICIALS ONLY